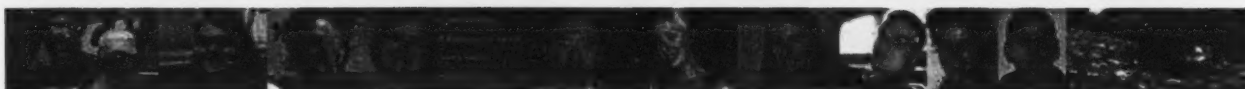


RoadRunner



BRITISH
COLUMBIA
The Best Place on Earth

Ministry of Transportation and Infrastructure

Staff Newsletter October 2009

CVSE Wins Gold, Silver, Bronze at World Police Games

Submitted by Heather Lilburn, Emissions Enforcement Officer



What's in a second?
What possible value
could one second
from the next have in
the global scheme of
things? For many, it's

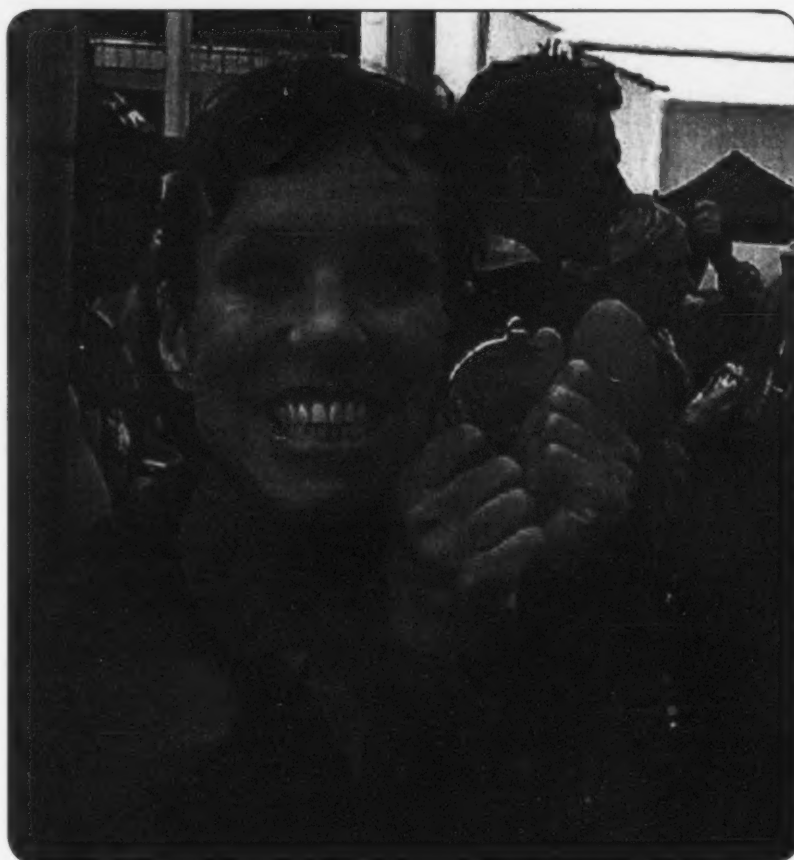
the time it takes to put a phone to your ear, or a hand to your television remote. How valuable could a mere second be?

Athletes in the recently concluded World Police and Fire Games, held in Vancouver from July 31 to Aug. 9, know all too well. This year, five Commercial Vehicle Safety Enforcement competitors, will tell you the world can turn on its heels in much, much less than one second.

Cranbrook Vehicle Inspector **Clem Vanderhorst**, a veteran competitor of previous World Police and Fire Games, could tell you which single instant made the difference in his bronze medal-winning performance in the Toughest Competitor Alive event. Try fitting a five-kilometre run, shot put, 100-metre dash, 100-metre swim, 6.1-metre rope climb (hands only from a seated position), bench press, pull-ups and an 11-item obstacle course into a single day of your summer!

South Coast Portable Inspector **Geoff Lindsay** could tell you that 1.4 seconds was the difference between getting a medal on the treacherous, unforgiving downhill mountain biking trails of Whistler and missing out. He might also tell you that it's less than half the time it took him to pause, lift his derailleur and reset his jammed chain, all at roadway speeds. "Having never raced before, I'm very happy with my time. The mechanical was unfortunate, but I still held my own with the best the world games had to offer including some professional, fully sponsored riders," says Geoff.

continued on Page 3...



Heather Lilburn displays her gold medal for the 200-metre dragon boat sprint she paddled with Australian Fire Power.

Editor's Note

Economic times are tight these days, but employees here at our ministry are generously using their professional skills, and freely following their personal interests.

One employee jumped into fire duties in the interior of the province, to help out the Ministry of Forests and Range. There are Engineers in Training, and employees in the Technical Entry Level Program or in new positions in Field Services, who are boldly taking on new roles.

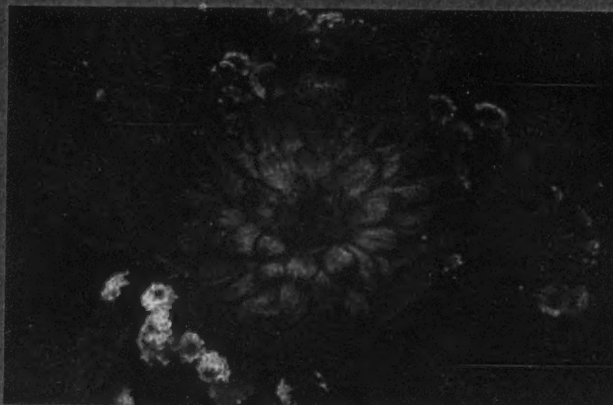
An employee with the Passenger Transportation Board has channelled his passion for climate change knowledge into creating a solar-powered website for non-scientific audiences.

The spirit of coming together to have fun, endures, as the Coquihalla Ball Tournament celebrated its 25th anniversary this summer. (And the legacy of hard work to build baseball fields in Merritt, remains).

Others have brought their taste for horticulture, beauty and fresh food, to their workplace, to lay out an extra-special staff celebration.

May your life be abundant and your joy in sharing bountiful. ♦

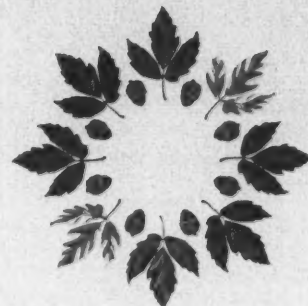
Nancy McLeod, Editor



Flowers from Fernanda Badke's garden.

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The RoadRunner is an employee newsletter, published five times a year. We welcome your story submissions. Email your article as a Word document (approx. 350 words) and your photographs as jpegs to: RoadRunner@gov.bc.ca.

In the email for your story, please attach the text as a Word document and attach the graphics (photos, charts, etc.) as jpeg or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be useable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates:

http://www.th.gov.bc.ca/EAF/home_intra.asp

For @Work – the Public Service Community Website, visit: <https://www.gov.bc.ca/>

Browse the TRAN Online Store at: <http://www.th.gov.bc.ca/govwhr/content/store/onlinestore.pdf>

CVSE Wins Gold, Silver, Bronze at World Police Games ...continued from front cover

Darren Maywood, Commercial Transport Inspector from Kamloops, can tell you a second is often the window of opportunity a wrestler has to get his opponent into a compromising spot. He did this to secure a bronze medal in the heavyweight category.

Darren battled back to the mats this summer from serious physical injury at the 2007 games, in Adelaide, Australia. In those games, Darren had faced a police officer who had unfortunately used his 50-pound weight advantage to return from a 6-0 score by pinning Darren's left knee—tearing his posterior cruciate and medial collateral ligaments, and compressing his meniscus. It took nearly the entire two-year period between games to rehabilitate and return to match readiness. Oh, and the rematch?

"It lasted all of 59 seconds with me scoring four points and pinning him," says Darren. How many people can say they pinned a 280-pound cop from Kazakhstan in less than a minute in their lifetime? Priceless. While in town, Darren joined up with a team from corrections, to represent the province in a few games of flag football.

Special thanks go to Darren's local supporters at Tom Bone and Argo Road Maintenance for fundraising, and Chad Bellwood of Champions Choice Mixed Martial Arts for opening their doors to help him train.

When you're used to the stopping, starting, hurry up and wait pace of the Tour de Valley, road biking sprints with a world-class collection of finely tuned cyclists can be quite a shock to the even the most experienced rider. This is what **Rick Wiltshire**, a commercial transport inspector in training from Delta, found about the breakneck speeds he encountered during his cycling events at the games. One 40-kilometre road race, which had a 14 per cent climb, was completed by the winning cyclist in 50 minutes. Rick finished it off in 59 minutes, saying, "I didn't win but I had fun and learned lots."

It turned out that the Dragon Boat event was where Rick showed his greater mastery of time. "I was able to get a silver medal with the Terror Australis Men's open 20s in Dragon Boating—what a blast!"

As for me, one second (actually 1.1 seconds) was the margin edging my team out of the finals of one Dragon Boat event. However, the margin was twice that in our favour for claiming the gold medal in the 200-metre sprint.

I had the privilege of paddling on the Australian Fire Power team, who luckily for me, needed an extra woman to qualify in the mixed seniors. This 20-person team had also won gold in the 2007 games, so it was an honour to join then. The medal did take some of the sting out of being classified as a "senior," but the big prize was an official invitation to the 2011 World Police and Fire Games in New York.

I also came away with a fourth place finish, and a personal best time for the Grouse Grind (45 minutes, 10 seconds on the core course). The Grouse Grind is a near-vertical scramble of 2.9 kilometres up the face of Grouse Mountain.

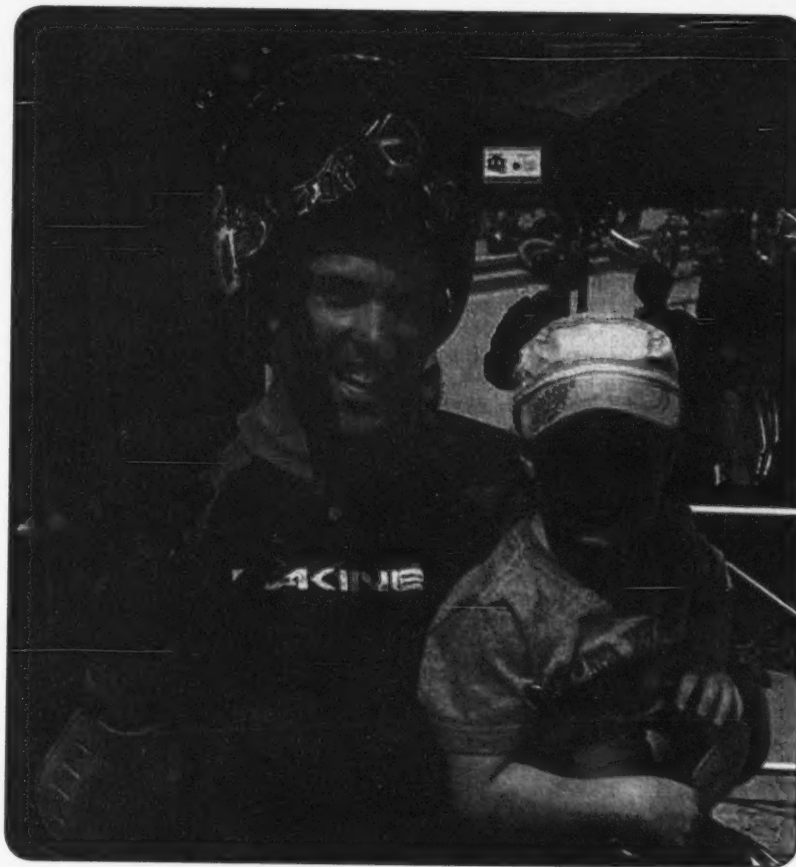
My most exciting accomplishment and my newfound passion turned out to be the cross-country mountain biking. Given this was my fourth time riding a mountain bike, I was quite pleased with my fourth place finish. It will be definitely be one of my events in 2011.

The website for the games says that more than 9,300 athletes from 55 countries competed—nearly double the number of athletes expected to take part in the 2010 Olympic Winter Games.

As athletes, competing in this calibre of games is truly a challenge. It was an honour to represent enforcement officers from the hosting venue, and to be part of such an amazing community. The experience is well worth the seconds, weeks, months and years of dedication to your body and sport to be able to participate.

The five of us were there on our own dime, time and determination, and we were excited to be there. "The games are an amazing time of camaraderie and sharing of knowledge between departments worldwide," says Darren.

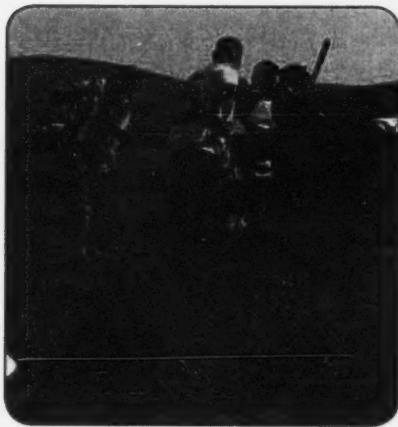
"It is an honour to represent our ministry, province and country at these games," says Clem. ♦



Geoff Lindsay and his four-year-old son Tristan look happy with Geoff's fourth place finish in downhill mountain biking.

Thompson Nicola Staff Dig in and Get Dirty

Submitted by Desiree Lantenhammer, Development Approvals Technician

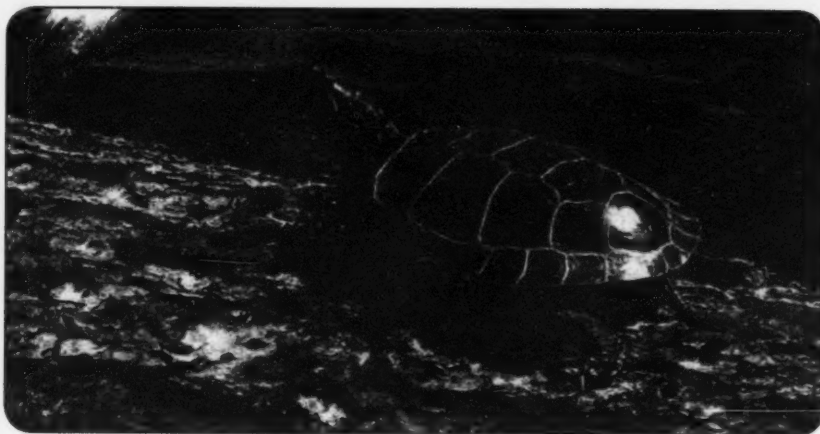


The crew digs holes atop the berm.

Part of the Coquihalla runs alongside beautiful Corbett Lake, about 18 kilometres southeast of Merritt. A private lake resort there gave up some of its seclusion when the highway was constructed. So, as part of the land negotiations, the ministry promised a berm and a fence to protect the viewscape for lake users.

When the first fence failed to stand the test of time, Area Manager Earl Nygaard and Assistant Program Manager Shawn Clough decided to take a tip from local ranchers by building a farm-style fence which will last through many lifetimes.

Once the fence was completed, there remained the task of planting more than 120 trees to stabilize and beautify the berm.



A turtle provides the team with a diversion from hard work and heat.

Itching to get out of their offices, about 16 employees from the Kamloops and Merritt offices came out to get their hands dirty. On June 4, after a short safety and information briefing, we were hiking our way to the site.

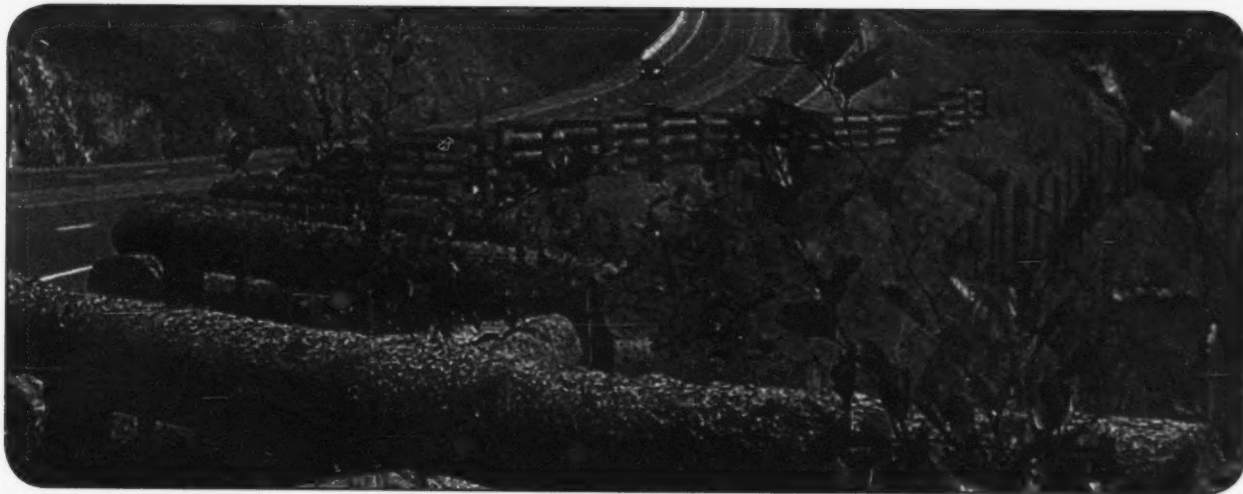
The crew was split into two groups and already the competition had begun. I was on the lakeside crew who faced some challenges due to a steep slope and marshy soil.

We had our share of the trees planted before lunch time and we started to brag about our superior planting skills.

However, upon crossing the fence to help the berm-side crew, we realized that we had it easy!

After digging holes into the rocky berm, they had to haul soil and fertilizer alongside the berm and pass it uphill to the planters using buckets and elbow grease.

The only reprieve from the sweltering heat was the gentle breeze coming off the lake. That, coupled with the sight of local turtles and songbirds, kept us going until the task was completed at the end of the day. It was a labour-intensive project and in the end, the entire crew was proud of a job well done. ♦



A ranch-style wood fence provides a pleasing view.

Historic Weather Data Portal Open for Business

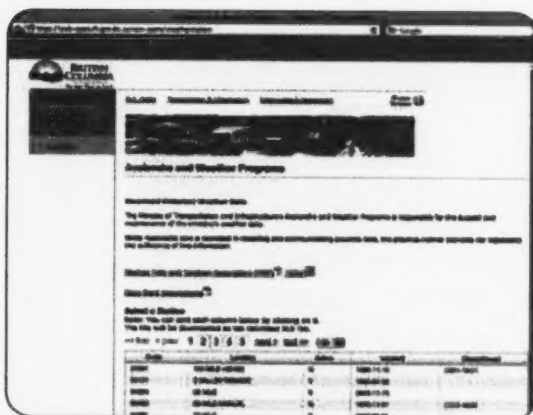
Submitted by Patti Sandham, A/Avalanche and Systems Manager

Avalanche and Weather Programs has completed work on a website that is available to ministry staff, contractors and the public. The intent of this website is to provide access to our historic weather data.

The ministry has more than 300 weather stations that gather information, including a few that date back to the early 1960s. There are two styles of reports – one for manual stations and one for electronic stations. Users can obtain data from the station they desire, by going to the site whenever they want information, or by accessing the website and downloading and saving the data for future reference.

There is also a list of data definitions available in Excel and PDF formats, which can be saved.

Data files are available for each calendar year. Note that the data in the current year's file is cut off four weeks prior to the current date, so "real-time" data is not available.

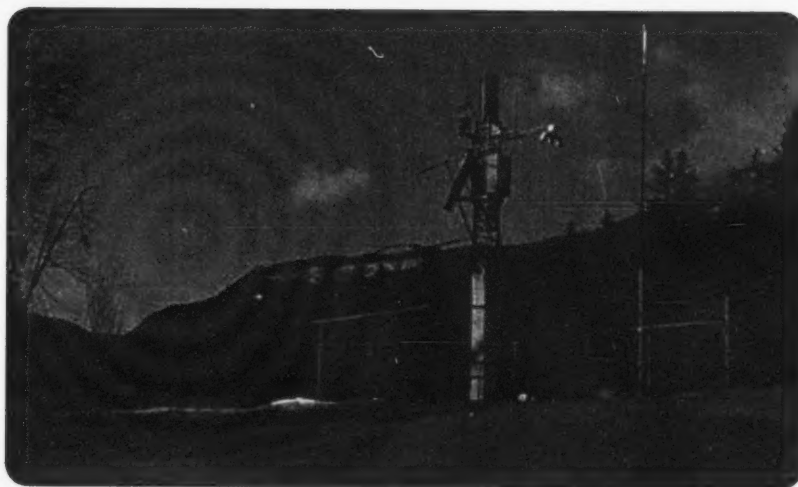


Historical information for weather stations can be obtained from the ministry website.

The site is very simply designed and easy to use. The downloadable station list can be sorted by clicking on the column headers.

"Download Weather Data" can be found on the left side of this web page: http://www.th.gov.bc.ca/mot_org/const_maint/avalanche_weather/index.htm

Current weather data from our roadside weather stations can be found at "Weather Information" on the left side of the Drive BC page: <http://drivebc.ca/> ♦



The Malakwa road weather station is on Route 1 between Sicamous and Revelstoke.

Tracy Takes on Fire Duty

Some well-deserved assistance to B.C. Forest Service staff was recently provided by Field Services Occupational Health and Safety Advisor Tracy Wynnyk.

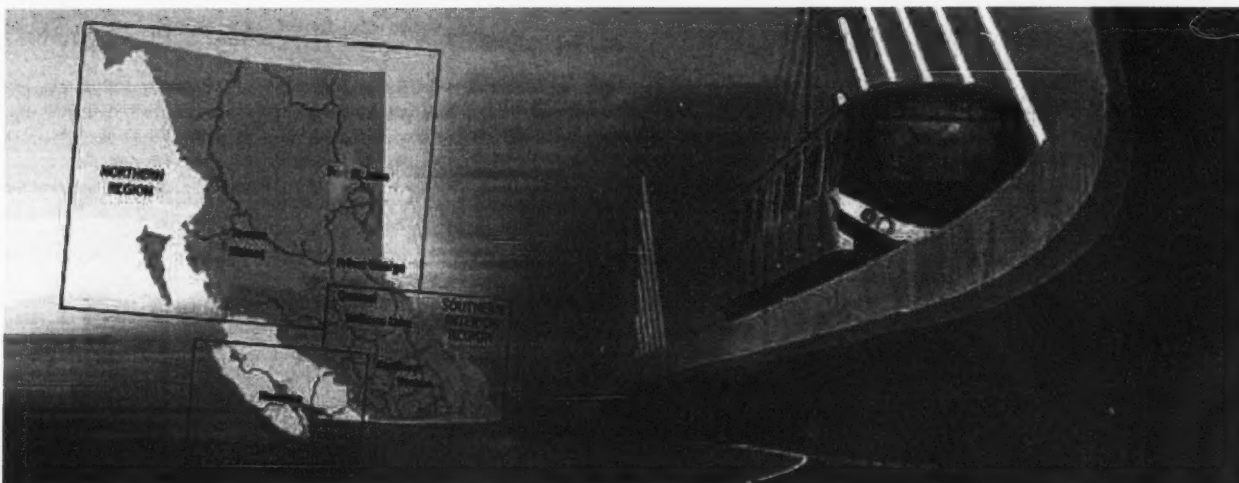
Tracy acted in the role of Information Officer, when her help was requested last August, by the B.C. Forest Service. Reporting to the Kamloops Fire Centre, Tracy worked where fires were active in the Southern Interior Region, for about four weeks.



Field Services Occupational Health and Safety Advisor Tracy Wynnyk in her (temporary) Forest Services uniform.

"We all appreciate the seriousness of the fire situation this summer in B.C. and the hard work that the Forest Service staff has been doing," says Manager of Field Services Bob Penner. "I am glad we were able to help out in some way here in Field Services."

Cheers to Tracy for pitching in on new duties, during a challenging fire season in our province! ♦



The Provincial Transit Plan

The Canada Line is Now Open

Submitted by Jean Bishop, Transit Analyst

The Canada Line is now providing rapid transit service between downtown Vancouver, Richmond and Vancouver International Airport. This latest addition to rapid transit in Metro Vancouver was officially opened three-and-a-half months ahead of schedule, on Aug. 17.

The opening ceremonies at YVR-Airport Terminus Station were attended by B.C. Premier Gordon Campbell, federal Minister of International Trade and the Asia-Pacific Gateway Stockwell Day and representatives of the project's partners.

The \$2-billion project is one of the largest infrastructure undertakings ever completed in British Columbia. The system transports passengers along the 19-kilometre route from downtown Vancouver's Waterfront Station to Vancouver International Airport, in just 25 minutes. It is projected to carry 100,000 passengers per day, eliminating 14,000 tonnes of greenhouse gas emissions annually.

The Canada Line rapid transit system runs fully separated from traffic. With 16 stations, two bridges, approximately 19 kilometres of tunnel and elevated guideway, parking and bus facilities, and transit capacity equivalent to 10 road lanes, the line is a significant new link in the regional transportation network, and Canada's first rapid transit service to a major airport.

The new line will give transit users faster and more reliable service, while tourists can avoid congested streets to reach the airport and drivers will see fewer buses and cars clogging up major arterial roads. Bus riders from south of the Fraser River, for instance, will no longer have to sit in gridlock on Granville Avenue or Oak Street. Buses will be rerouted to Bridgeport Station on the Canada Line in Richmond rather than going all the way downtown. Commuting motorists can also leave their vehicles at a 1,200-space park-and-ride near Bridgeport Station for the 18-minute train ride into Vancouver.

continued on Page 7...



Federal Minister Stockwell Day (centre) and Premier Gordon Campbell (right) at opening of the line.



The first passengers on the Canada Line step aboard for a free ride.

The Canada Line is Now Open ...continued from Page 6

Some bus routes, such as the 98 B-Line, which once ran between downtown Vancouver via Granville Street to Richmond Centre Mall, have been cancelled to funnel more passengers onto the Canada Line. These changes free up buses for more frequent service among south Surrey, Delta, White Rock and Richmond.

Through the Provincial Transit Plan, rapid transit is expanding in Vancouver.

Public consultation is currently underway for the extension of rapid transit from Broadway to the University of British Columbia, as well as an extension to the Expo Line from King George Highway to Fleetwood. The Evergreen Line is scheduled to be complete in 2014. With these major investments, we can look forward to the continued increase of transit service and ridership. ♦



The Canada Line integrates cycling with transit.



Fast, Frequent and Reliable Service



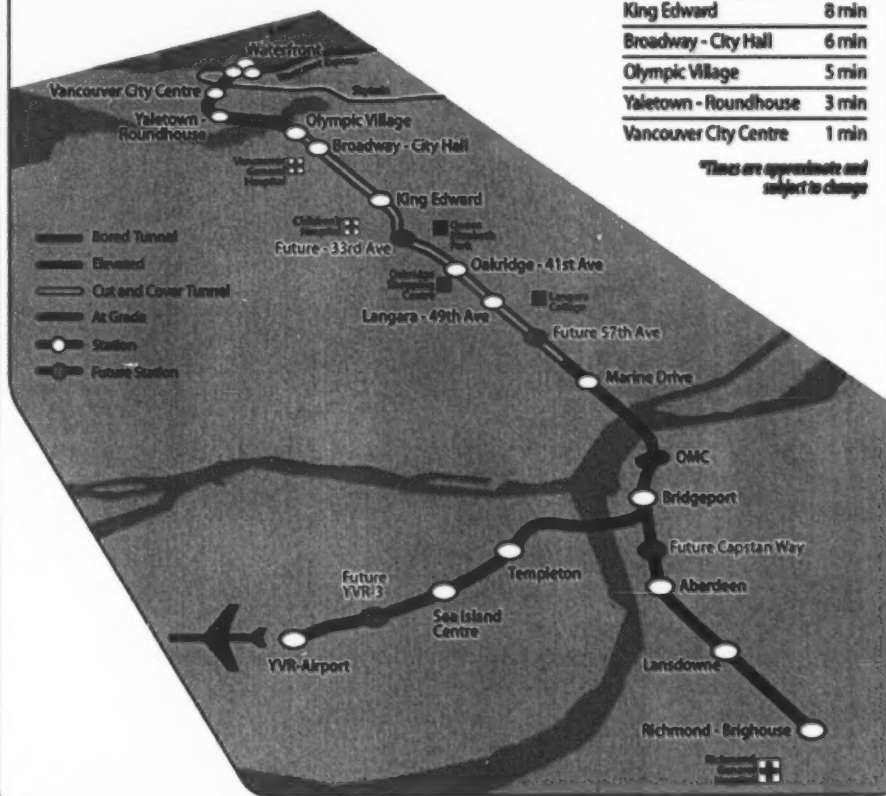
Approximate travel times to Waterfront Station*:

Richmond - Brighouse	25 min
Lansdowne	23 min
Aberdeen	21 min
Bridgeport	18 min

YVR - Airport	25 min
Sea Island Centre	22 min
Templeton	21 min
Bridgeport	18 min

Bridgeport	18 min
Marine Drive	16 min
Langara - 49th Ave	13 min
Oakridge - 41st Ave	11 min
King Edward	8 min
Broadway - City Hall	6 min
Olympic Village	5 min
Yaletown - Roundhouse	3 min
Vancouver City Centre	1 min

*Times are approximate and subject to change



Canada Line riders can travel from the airport to downtown Vancouver, in 25 minutes.

Kootenay Pass Who's Who... The Mountain Caribou

Submitted by Cliff Razzo, Area Manager

Motorists travelling on Highway 3 over Kootenay Pass may encounter the majestic mountain caribou.

A small herd of around 40 animals ranges year-round across a short seven-kilometre corridor covering the Kootenay Pass summit. The animals' wide hooves allow them mobility over the three-metre high winter snow pack.

Mountain caribou also inhabit other parts of British Columbia, Northern Idaho, Washington and Montana. They are a type of woodland caribou and are considered a species at risk.

Due to recent motor vehicle incidents at Kootenay Pass, the Ministry of Transportation and Infrastructure and the Ministry of Environment have developed enhanced warning signs along the "Caribou Corridor."

In spring of this year, two large warning signs were installed at both ends of the corridor, along with two smaller warning signs erected within the route.

The new signs have a bright fluorescent yellow background. A tab designed by the provincial sign shop to supplement the new large warning signs, encourages motorists to reduce speed when wildlife are nearby.

Both ministries continue to educate the travelling public about these amazing animals.

In addition, a new information kiosk was installed on the summit of Kootenay Pass to help educate motorists and backcountry users.

For a more complete story on the mountain caribou, see the Ministry of Environment website at: <http://www.env.gov.bc.ca/sarco/mc/> ♦



A cow caribou travels east, past the new large warning sign.



Two bulls graze near the summit of Kootenay Pass.



Ministry of Environment Biologist Leo DeGroot poses atop a snowbank, beside one of the new warning signs.

Thoughts of an Engineer-in-Training

Submitted by Carl Wong, Engineer-in-Training

Since the last *Road Runner* newsletter a number of people came to me asking how come I looked different from the photo in the newsletter (Geoffrey Chum's photo had been labelled with my name). So I was asked to write an article this time to clarify my "identity" (sounds like I am an undercover agent) and provide some thoughts on my position as an Engineer-in-Training (EIT) in the ministry.

I joined the ministry in June 2009 and I am now working in the South Coast Region Bridge and Structural Department under the mentorship of David Queen.

I think a great advantage of the EIT program is the opportunity to work across different disciplines and offices, to get a sense of the various fields within the ministry, before deciding on my area of specialization.

There is a lot of room for career growth, and guidance is provided by our mentors to ensure we are gaining the appropriate experience to work toward our professional engineer licensing.



Carl Wong with Bridge Inspector Terry MacKay, who recently moved to Victoria.

Over the past few years, I've had opportunities to work for contractors, engineering consultants, and now for the provincial government. They all have different roles and attributes that are unique to the engineering industry.

I think the exciting part about working for the ministry is that I can help shape the future of the province, and this is a wonderful experience for

young engineers like me, who are looking for a challenging career and a great sense of achievement.

The level of thinking and planning required is far greater and in depth than what I thought before joining the ministry.

I don't think there are too many employers, besides the government, who have to coordinate with engineering consultants and contractors, and attend to public demands on an on-going basis.

There is so much to learn within the ministry, and I hope I can learn it all and advance myself up the career ladder. I remember in the job interview, I was asked if I have ever envisioned becoming a transportation engineer.

I cannot guarantee that I can be a great engineer, but I do have a vision that the future of the province will be great in our hands. ♦

A Month in the Life of a CTI

Submitted by Tamara Short, Permit Clerk

I am usually a permit clerk in the Provincial Permit Centre in Dawson Creek. However, I spent the month of June job shadowing Commercial Transport Inspectors (CTI) at the Charlie Lake vehicle inspection station.

I had stated on my Employee Performance and Development Plan that this is the area of CVSE that I would like to pursue in the future.

Thanks to the efforts of some of my supervisors and colleagues, I was given this great opportunity.

I spent the first week with one of the portable units in Dawson Creek, helping out with the Commercial Vehicle Safety Alliance road check. Over the next three weeks, I experienced the job of a CTI, first hand, at the scale in Charlie Lake.

I was shown the daily duties of the job, like how a Level 1 inspection is done, or how to get dirty crawling around under some of the trucks with one of the guys.

I weighed vehicles as they crossed the scale, gauging weights and sizes, and checking for valid permits and proper paper work.

I also attended a court hearing, via teleconference, for violation tickets which were being disputed. Through this, I learned that attention to detail is very important.

I saw some of the larger loads out there which I have frequently issued permits for, but have never actually seen. (Wow, some are pretty big)!! I took telephone calls, answering questions and concerns from citizens.



Tamara Short (centre) learned about being a commercial transport inspector from Hank Glover (left) and Darren Anderson (right).

I was given the opportunity to fill out violation tickets, and notice and orders for non-compliant vehicles. (It's definitely cheaper for drivers to pay for a permit in the first place).

I dealt with people face to face as they came in to ask questions, present paperwork or receive tickets or notices.

I read up on the procedures, practices, laws and regulations involved in CVSE. (There's a lot of ID numbers for dangerous goods.)

Overall, I really enjoyed my time at the inspection station. It was a great experience to gain insight into the daily job and challenges of a CTI.

I'd like to thank everyone who helped to make this opportunity available for me, and to thank the CTIs who put up with me.

I believe I have seen—close up—what's involved with pursuing a career as a CTI.

Hey, job shadowing really helped confirm this is where I want my career to go! ♦



Ministry of Transportation and Infrastructure Climate Action Program

Employee's CO₂ Website Gives Climate Change Perspective

Submitted by Maggie Malek, Climate Action Program

In late September 2007, Michael McGee, Policy and Communications Manager at the Passenger Transportation Board, attended former U.S. Vice President Al Gore's "An Inconvenient Truth" presentation at the Victoria Conference Centre.

There were the main messages delivered during the presentation—that we can no longer afford to view global warming as a political issue, but rather as the biggest moral challenge facing our global civilization.

But what particularly caught Michael's attention was the significance of carbon dioxide (CO₂) concentrations in our atmosphere and how understanding these measurements is the first step to solving problems like global warming, climate change and ocean acidification. Michael left the presentation eager to learn more.

As he researched atmospheric levels of CO₂, he realized that there was no website which focused on current CO₂ data and trends. This led to the thought, "If the site doesn't exist, I can create one to inform other people, and contribute to the fight against climate change."

That is how his site CO2now.org was created. With his basic knowledge of web design, Michael created and launched the site in December of 2007, with the latest data and updates from scientific sources on atmospheric levels of CO₂.

Now, 20 months later, the site has received more than 700,000 hits from people all over the world.

He writes on the site, "On each of these subjects, I am learning as I go, mostly from the raw data, some scientific literature, informed media outlets, and feedback from people of varied and often very educated backgrounds."

Making and maintaining this website has become a way of sharing what I am learning, and often what is buried too deep on a website of a scientific institution."

As of July 2009, atmospheric concentrations of CO₂, our primary greenhouse gas that warms the planet and causes climate change, was 387.81 parts per million (PPM). Just 50 years ago, in July 1959, it was 316.55 PPM. Scientists say that 350 PPM is the maximum acceptable level of atmospheric CO₂ we need—a level not seen since 1987.

In addition to writing, editing and designing content on the site, Michael provides a free monthly newsletter to subscribers of Atmosphere Monthly.

The publication distributes the latest CO₂ data, delivers a unique atmospheric perspective and reminds us that much more needs to be done to solve the climate challenge.

As an added bonus, the website itself is powered by solar panels at a web hosting data centre in California, resulting in a zero carbon emissions profile.

While tackling a full-time job and spending time with his wife and two sons, Michael's dedication to combating climate change is remarkable. Visit CO2now.org to learn more about atmospheric concentration of CO₂ and how important it is that we lower that number from 387 to 350 PPM—sooner rather than later. ♦



Michael McGee, in Southern California, with the solar panels that power CO2now.org.

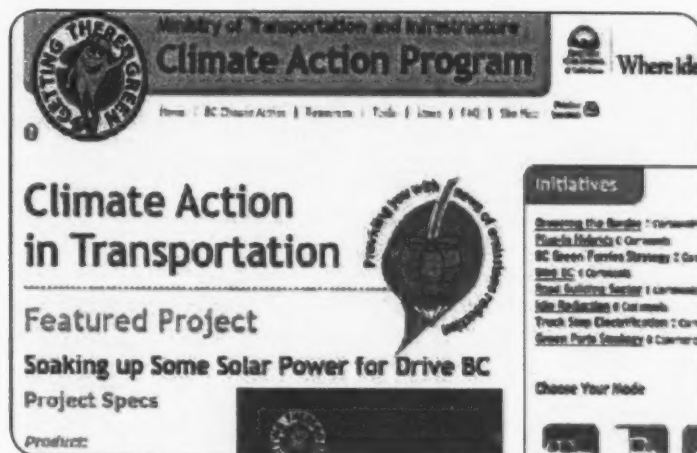
Now on the Climate Action Program Intranet...

Submitted by Maggie Malek, Climate Action Program

The Climate Action Program's Intranet website is a great communication and education tool that helps us spread awareness about climate change and encourages "green" behaviour from ministry staff.

We're always happy to hear feedback from staff, and comments on how we can improve the site and provide a better service. That's why last month, we launched the new "Climate Action in Transportation" portion of the website—to provide you with the latest news on projects led by the Climate Action Program that reduce greenhouse gas emissions, and to feature projects from branches all over the ministry.

Visit <http://gww.th.gov.bc.ca/cap/index.aspx> for the latest GHG reduction updates! ♦



The new "Climate Action in Transportation" section of the website.

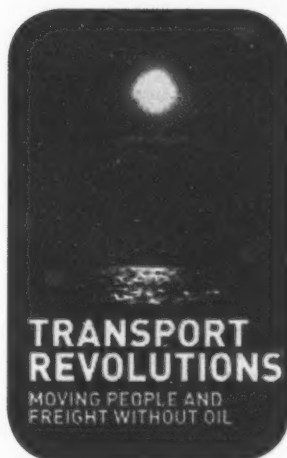
GREEN DRIVING TIPS

Plan ahead

Vehicle engines don't have a chance to reach an efficient operating temperature in trips that are under three kilometres. Plan your driving time to combine tasks into one trip.

Lighten up

Remove unnecessary weight from your vehicle, including snow. Unnecessary weight in the trunk or back of the vehicle increases fuel consumption.



Climate Action Program Recommended Read

Transport Revolutions – Moving People and Freight without Oil

Authors: Richard Gilbert and Anthony Perl

The lives of people around the world, particularly in developed countries, depend on the movement of people and goods at low prices.

This book sets out the challenges we are currently facing to our dependence on bargain-priced transport, particularly climate change and the end of cheap oil, and proposes responses to ensure effective, secure movement of people and goods in ways that minimize environmental impacts and make the best use of renewable sources of energy.

Check it out today at: <http://gww.th.gov.bc.ca/cap/library.aspx> ♦

Reflections on the Ministry of Transportation and Infrastructure (Highways!)

Submitted by Tracy Cooper, (Retired) Regional Director

As this phase of my career comes to an end and new and exciting chapters wait to be written, I was asked to reflect on my career with government and the Ministry of Transportation and Infrastructure in particular.

How I Got Into Highways

I was fortunate enough to start in the days when almost all government departments had a student program. I think this program had a lot to do with the scads of baby boomers that were coming onto the market and that the role of government was becoming more active and important in the lives of British Columbians.

It was 1971 and I needed a way to pay for my education. I knew I wanted to work outside and can vividly remember parking myself outside the door of Pat Doyle's office (Pat was the father of Dan Doyle, who became a long-time assistant deputy minister and deputy minister in our ministry). Being too dumb to know any better, I asked him to give me a job for the summer. Pat was the chief engineer for the Forest Service. He was very polite and said he had nothing, but to come back later. I think he thought that he would probably not see me again, but each week and all that spring, I rode my bike (long before the days it was cool to do so) to Pat's workplace until I am sure he was sick of seeing me reading all the magazines outside his office.

So he asked me to see Bill Wicken, the personal officer, and so my career was born. It was absolutely fabulous! I got to be a surveyor and tromp around in the bush and design roads and log bridges and see parts of the province I had never seen before. They must have seen something useful in me because every summer they hired me back, and when I graduated from the University of Victoria, in 1975, with a degree in math, they said, "Well that's sort of useless, but we'll hire you anyways."

Government changed in 1975, and I got laid off and made my way back to Victoria. There, I taught as a substitute teacher and first met Sandra Armstead who you all know now as Sandra Carroll, one of our young, fabulous and successful assistant deputy ministers. There is a long story there for telling at another time.

In late 1975, Alex Fraser became the minister of highways. Since I was hanging in and around

Quesnel (Alex Fraser's riding), being at the right place at the right time, I got hired permanently with highways. The rest, as they say, is history.

Career Highlights

I have been fortunate to have been involved in some really exciting things. The huge infrastructure boom of the Alex Fraser years was incredible to be a part of. I got to learn from the best of the best. People like Bill Stanley, Rick Harrison and Les Townsend were my mentors. I learned so much from them. We built more roads and bridges in a five-year stretch than you can imagine today. Everything was built on the fly—building by day labour, not stopping for snow or 40 degrees below, and designing off the hood of the corn binder. (That's an International Harvester brand truck for all you newbies!)

"We were orange and white and proud of it!"

Dressed in our safety clothing, we were orange and white and proud of it. We worked hard, played harder and some of the friendships I made at that time still are with me today. Dave Haworth, John Cook, Betty Spalton, Bill and Les are people who will always have a special place in my heart.

In 1982, I went over to the Ministry of Forests to help them out with the mountain pine beetle infestation.

They needed to build a bunch of roads and bridges and they needed someone who knew day labour, and I figured I was their boy.



Tracy Cooper (against orange and white streamers in his honour) is congratulated by Properties and Business Management Branch Director John Dowler.

It was supposed to be for one year. I was there for seven! It was an amazing experience, and I built about 700 kilometres of new road and 60 or so bridges over that period. We even managed to get the pine beetle under control!

Despite all the fun things I built, the real career highlights are the people I have worked with, and who I am proud to say are my friends and colleagues. I am exceptionally proud of the accomplishments of people like Bill Rose, (who has become a far better project manager than I could ever claim to be) and Shanna Mason (regional director) whose career is just in its infancy and who has many great things to go and do. There are so many others.

Anecdotes

There are so many things to tell which maybe shouldn't be told, like impromptu floor hockey games in the drafting room with rolls of masking tape and plan sticks (used to roll plans around) which grew into 27 guys and gals in an all-out free-for-all—creating chaos in 30 seconds flat. Peter Milburn, when he was stationed in Williams Lake, coming to the office with hay on and in his shirt and pants, fresh from feeding his horses in the Borland Valley, looking more like Farmer Brown than the district manager. To paraphrase Shanna, "What happens in the field stays in the field."

Best Thing About Working Here

My favourite saying is, "Love the work! Love the people you are working with!"

The sense of team and purpose at this ministry is something that you just don't find elsewhere. I've had lots and lots of offers to work for consultants or contractors, usually tempting me with gobs of cash. And while I am not ashamed to say I was tempted, nowhere can you find the esprit de corps, the camaraderie, the "I've got you covered, you got me covered" attitude of our colleagues, the pitching in when you need help, the sharing of success and the attitude that less successful things were just an opportunity to learn, that are de rigueur at this ministry. Money just can't replace that. It is our culture and our success.

Best Day/Worst Day of My Career

There have been so many best days that I just can't begin to count them all. Getting the Sea-to-Sky Highway reopened after the big slide in 2008 was a best day. The day the Premier unveiled the Olympic Rings at the airport was a best day. A few weeks ago when we received a favourable ruling from a federal agency was also a best day.

The worst day is absolutely clear as if it happened yesterday. Many years ago now when I was district manager in Williams Lake, my good friend, colleague and running partner, Dave Jacobs asked me to join him on a run with our group right after work. I hummed and hawed

but since I had some minister's correspondence which was due, I told him I would pass and catch him the next time. Less than 45 minutes later I got a call from the police saying Dave had been

hit by a drunk driver in a stolen car and they were looking for his wife. I stayed with Dave's wife and his daughters in the Williams Lake hospital until 2 a.m. and then drove them all to Kamloops when Dave was airlifted out. He

died the next morning at 10 a.m. Dave was 55 years old and one month away from retirement. Nothing else comes close to that experience. Your colleagues become your friends, confidants and family.

*"Love the work!
Love the people you
are working with!"*

Nash Jamal, Tracy Cooper, Patrick Livolsi and John Schnablegger assemble as part of the regional management team, at Tracy's party in Burnaby.



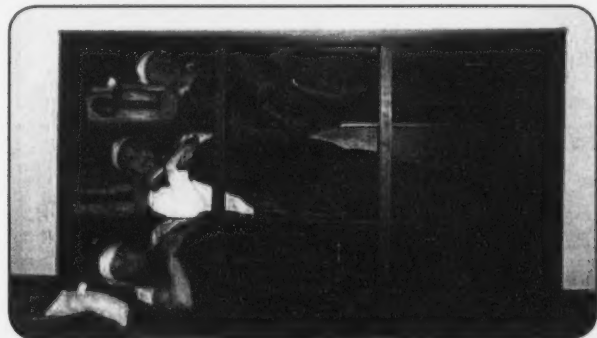
Plans for the Future

The future is a canvas on which you paint your own future. I am sure that I will continue to want to work at something in this field. As Highways Assistant Deputy Minister Mike Proudfoot says, we have orange and white in our blood. It just never goes away.

To all those people who have daily touched my life in such a profound and intimate way, thank you for your fellowship and support. I know the ministry is in good hands with all of you.

— Tracy

For highlights of Tracy's goodbye, see Page 26.



Tracy Cooper, Vicki Martin and Shanna Mason take an after-hours break, in 2002. The group tried out the Cariboo District office in Williams Lake, as makeshift accommodation.



A banner at the South Coast Region office wishes Tracy well.

EAFF Employee Advisory Forum

EAFF Membership Has its Benefits

Submitted by Nancy McLeod, EAF Communications Team

Do you want to contribute to the development of our healthy workplace? Would you like to learn or build on skills, increase your competency levels, make useful contacts and expand your knowledge of our ministry?

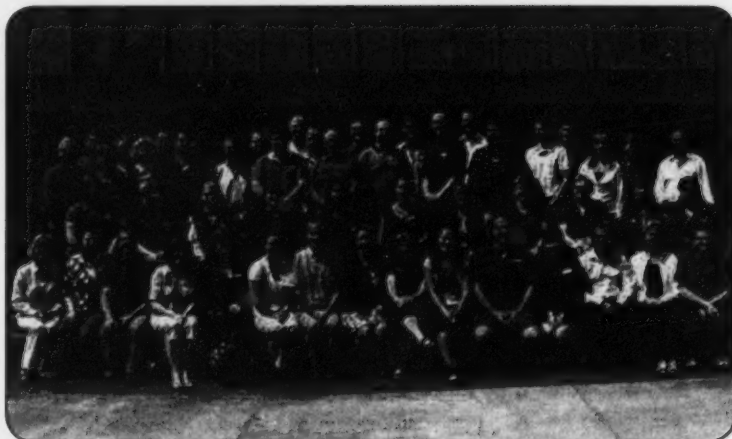
Consider joining the Employee Advisory Forum (EAF). Talk to your supervisor about why you want to join, and the kinds of skills and competencies you would like to gain as an EAF team member. Identify EAF membership as a goal on your Employee Performance and Development Plan, then submit your name to Assistant Human Resources Director Lori Wiedeman, for future consideration. Each spring, the EAF Chair also calls for expressions of interest from all ministry employees wishing to serve on the EAF.

The EAF is composed of included and excluded ministry employees who are representative of various business units (districts, branches, regional offices, Commercial Vehicle Safety Enforcement, etc.) and job types. Each team member serves for a three-year period. When vacancies arise in a business unit, Human Resources contacts the employee who has expressed interest and the employee's manager, to confirm the employee's participation. When more than one employee in a business unit is interested in being an EAF member, an election is held amongst their fellow business unit employees.

Once on the EAF, members take on assignments, participate on monthly team teleconferences and join in twice-yearly forum meetings.

Here's what past and current EAF members say about how their EAF experience has enriched their work life.

"As a member of the Staffing Practices Team, I did extensive research on meritorious hiring practices and wrote a Road Runner article to report the results. When I was conducting my research, I met many great managers



Members of the EAF gathered in June to focus on new work plans and adding value to the ministry.

and employees from various ministries, and had the opportunity to speak to the Merit Commissioner personally. I was able to build on my writing skills, develop new contacts, and learn more about hiring, all at the same time!"

— Sheila Chan, Gateway Section Manager

"It's been a super experience working with EAF team members from other communities, coming together to share creative and functional ideas to enhance our workplace. The EAF is a positive, open exchange where we can learn from each other and contribute in a tangible way."

— Holly Adams, Special Events and Filming Coordinator

For more information about the EAF, visit the EAF Intranet site, view the Membership Terms of Reference or talk to an EAF member profiled on the website. ♦

Submit your stories and photos to **RoadRunner**

If you want to submit articles send your Word files and photos to: RoadRunner@gov.bc.ca. To ensure the best quality possible, please email your photos as JPEGs and do not embed them in your article.



Saying Goodbye to the Employee Advisory Forum

Submitted by Kimberly Newton, HR Research Analyst

The Employee Advisory Forum has a long history in the ministry which I'm very proud to have been a part of. When I joined the forum in 2007 I didn't know that it was first created in 2006 to continue the work the Renewal Team started in 2002, or that our ministry piloted the first employee engagement survey in the provincial government in 2004.

I did know the forum helps make the ministry an even better place to work, and I wanted to get involved.

Some really wonderful projects have come from the EAF, including many entertaining and informative *Road Runner* articles, the Manager as Leader and Coach training and the Career Start Initiative. Looking into the future, some of the upcoming projects I've heard about sound like they will also make a really positive impact.

Over the past two years I participated on two teams – Walk the Talk and Road to Opportunity. I worked with fantastic people from all over the province and I was always impressed by the level of dedication to the ministry that I witnessed. I enjoyed contributing the skills I developed in my regular work to projects that would benefit the people I work with every day.

I am proud of the work I did on the EAF, but satisfaction isn't the only benefit I got from participating. Working with the EAF helped me get to know the ministry culture, demonstrate that I am eager to contribute, and develop skills like public speaking that will benefit me for the rest of my career. I made connections that have helped me advance and have helped me do my work more efficiently. I also met a great many people that I like and respect.

I am lucky that, as I have moved to the Human Resources Branch, it's easy for me to continue working on the types of initiatives the forum undertakes. I encourage everyone who hasn't already had the experience to put your name on the list to become a member when a vacancy opens up. And until then, talk to your local EAF representative and find out if there's a project you can get involved in.

Finally, I want to thank everyone I have worked with on the EAF for making the experience such a positive one for me. I can't wait to see what comes out next! ♦

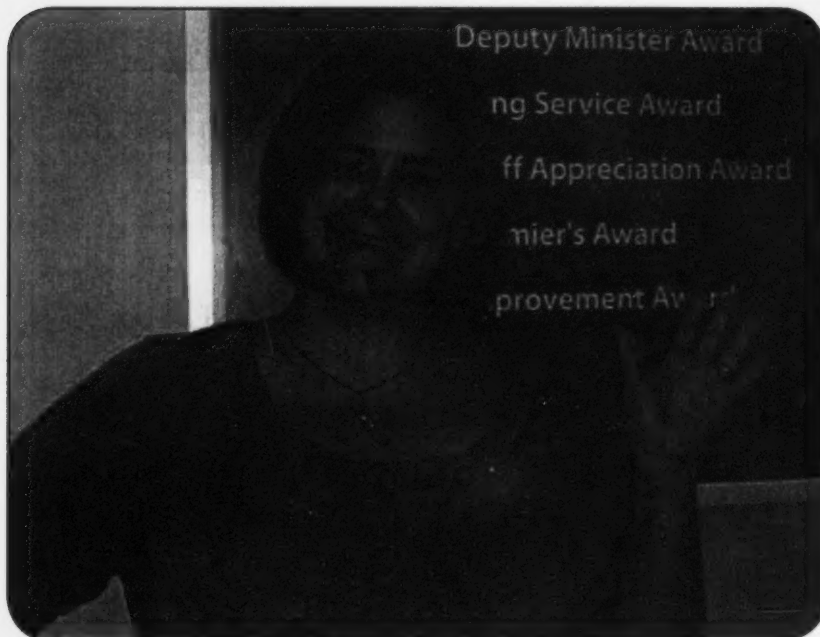
Do You Know?

FACTS ABOUT
PAY AND BENEFITS

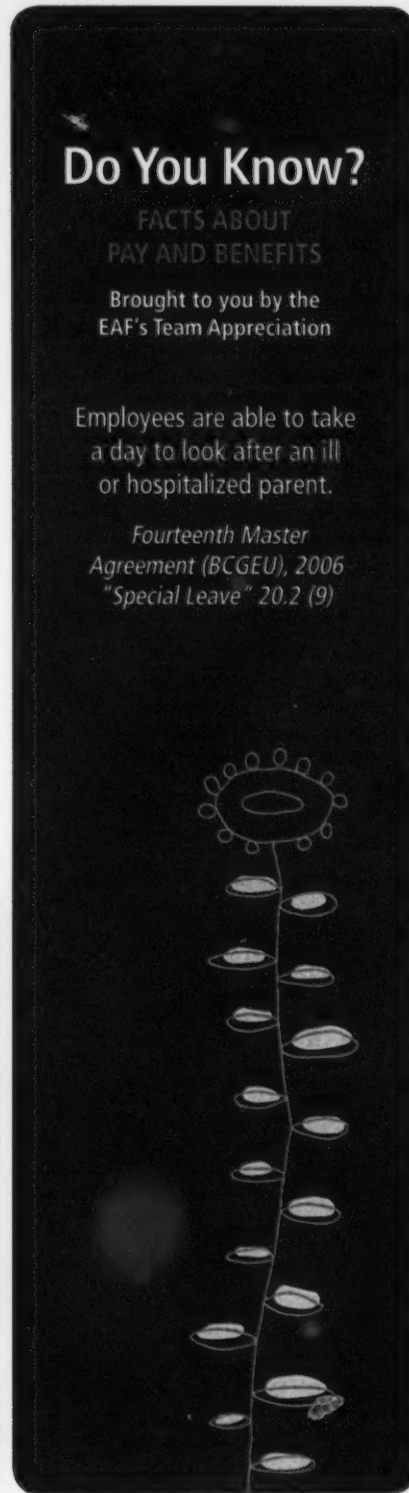
Brought to you by the
EAF's Team Appreciation

Employees are able to take
a day to look after an ill
or hospitalized parent.

Fourteenth Master
Agreement (BCGEU), 2006
"Special Leave" 20.2 (9)



Kimberly waves a fond farewell to the EAF.





Who's Who

2009 TELPs Unveiled

Submitted by Jacques Dupas, Career and Strategic Engagement Advisor

This is akin to rolling out this year's models of new vehicles! There're stylish (they don't dress like civil servants... yet), sleek (they're young... just wait), and ready to go that extra mile on very little fuel (engaged and keen)! Not a scratch or dent on them and they come with all the latest bells and whistles (they haven't met the tough contractors or a feisty member of the public yet and are completely computer savvy... Twitter anyone?).

It's a smaller role call than last year, but what's that saying about good things come in small packages (or let's say groups)? Before we begin the introductions, some people must be acknowledged for helping to hire these folks. The biggest thanks goes the various business unit managers who chose to take on a TELP during these rather gloomy economic times (I am sure the hired TELPs have the same sentiments). Another big thanks goes to Pam Merkley (picking up the trail from Chantelle Gergley) for orchestrating the recruitment and hiring with shifting targets of numbers and locations. A final note of appreciation goes to folks who interviewed with us, who I will not mention by name (since everyone knows I am too pathetic at remembering names).

The envelope please...

Matthew Dupuis

Hey... great last name...(Dupuis/Dupas)! Matthew comes to us from the East (Ottawa) with a diploma in civil technology from Algonquin College and a few years of civil engineering. During his school years he was a member of the Concrete Toboggan Team—student engineers who design and build sleds from concrete and steel, and race them downhill against universities from across the country. He's also bilingual, so if you have any questions about French instructions

for concrete plasticisers, Matthew's your man. He's starting his time with the ministry in the Vancouver Island District, working as a Bridge Inspection Technician with Professional Engineer Martin Menzel as his mentor. Bonne chance!

Jason Templeton

Jason's a valley boy—Fraser Valley that is. He has a diploma in geomatics engineering (surveying for you non-technical types) and a bachelor's degree in geography. Jason is very comfortable around anything with a motor and displayed leadership and customer service orientation skills in the interview. So what's the first best fit for someone like this? It's a placement with the South Coast Region's Gravel Management Group, mentoring under Gravel Resource Manager Ken Lukawesky.



Matthew Dupuis on a skydiving adventure.

Paul Soffo

Paul is another TELP from the East (Ottawa again) and arrives with a goodly amount (10 years) of construction experience from estimating and heavy duty equipment usage, to materials testing. He has a diploma in Civil Engineering to top it off. The Peace District is lucky to have him as an apprentice bridge area manager working under the guidance of seasoned Bridge Area Manager Mike Odowichuk.

Cedric Evangelista

A gentle giant with a big heart (Habitat for Humanity volunteer) Cedric hails from the Lower Mainland where he got a civil engineering diploma from BCIT and has worked for the City of Pitt Meadows helping with road works and creating "safe routes to school." (Sound familiar to the district folk?) He also has sharpened his customer service skills during his time at eBay as a Customer Support Representative. The Gateway Program has "snagged" him to work on the Port Mann Bridge Replacement Project under Project Manager Dominko Komnenovic.

Amy Tsang

Can you say live wire? Massively enthusiastic with a big smile, Amy is likely to quickly become an informal "go to" person for any challenges staff have with software issues. She comes equipped with a UBC degree in environmental sciences, a BCIT diploma in GIS, and a bunch of courses in database design and SQL (structured query language).

Amy has worked in both the private and public sectors. The Gateway Project is fortunate to get her—to be mentored by Assistant Project Director Gerry Fleming, who is working on the Port Mann Bridge replacement.

2009 TELPs Unveiled...continued from Page 16



Chad Siemens has studied in Sweden and Quebec.

Chad Siemens

Another local boy from the Lower Mainland, Chad has completed a degree in geography from UBC, spending time studying in Sweden and Quebec City along the way. He's an excellent organizer, well spoken in a number of languages (French, Spanish and Japanese) and a downright great guy. Experienced with ESL (English as a second language) students—be it at home in Vancouver, Japan or Quebec, Chad should prove to be an asset working with Gateway Executive Director Geoff Freer (specifically on the South Fraser Perimeter Road).

Kevin Johnston

B.C.-born (Kamloops), Kevin has studied engineering design and drafting technology at Thompson Rivers University. Between the formal schooling and his experience working for the likes of Hewlett Packard and IRL International, Kevin is expected to be a great addition to the Northern Region where he will be working as a quality service technician with Quality Services Manager Karen Westlund. ♦

A New Face in the Transportation Planning and Policy Department

Submitted by Kirsten Pedersen, Director of Transportation Policy

Although not new to the ministry, Trish Sterloff has joined the Transportation Policy Branch as Senior Manager, Programs.

Trish has just returned from her second maternity leave, and is looking forward to the new challenges that lay ahead.

On the personal front, she's attempting to balance work and family life now that her family is complete.

She and her husband, Cale, are chasing after their three-year-old, Ryan, and the newest addition, Robbie, who celebrated his first birthday in early September. The boys are adjusting well to daycare, and Trish loves hearing about their adventures at the end of each day.

When not at work or daycare, her family enjoys visiting all of the local farmers' markets, festivals and playgrounds that they can find!

On the professional front, Trish is now working for Kirsten Pedersen, and will be responsible for the oversight of the cycling, port and airport grant programs, active transportation programs, and air and marine policy, including "open skies" air travel agreements between Canada and other nations.

She will also work on other corporate initiatives, such as the container truck dispute resolution program.

Trish is hoping that her background in project management will translate well into program management, as she has plenty to learn on each of her new files.

After being away from the office for quite a while, she's looking forward to connecting with all of her colleagues. Stop in and say hello if you're around SD, at 940 Blanshard! ♦



Trish Sterloff's new responsibilities include oversight of grant programs for cycling, ports and airports.

The Changing Face of Field Services

Submitted by Raj Gill, Quality Management Assistant
and Terri Graham, Office Manager

Field Services would like to welcome newcomers, congratulate those that have new roles and wish those who have left Field Services all the best.

Brent Andrews has joined Provincial Field Services as Manager, Grading. He has 24 years of government service with an extensive background in project management and geotech. He will work out of the Prince George Regional office which will provide the opportunity to enhance client relations while providing direct support to his crews in the north. Brent's professional approach and experience in project management make him an excellent fit with the Field Services management team.

Rick Adams has a new role within Field Services as Ministry Representative in Vernon and Ken Gallagher as Assistant Ministry Representative in Kelowna. Rick and Ken bring years of knowledge and experience within Field Services to their new roles.

Through the competition process, we welcome James Davies, Blair MacLeod, Terry Merluk, Everett Bostock, Von Carter, Nick Dhaliwal, Barry Hartt, Ken Kelly, Jan Larsen and Runveer Nathoo, who have joined Field Services as Field Services Assistants. Michael Martens has joined as a Field Services Aide.

Chris Wood has joined as Assistant Ministry Representative in Vernon.

Mary Quinn, Loren Cusator, Shawn Makeiv, and Robert Chelsea have joined Field Services as auxiliaries for this year's construction season.

Eric Graham from the Williams Lake District Office and Dan Cumming from the Rocky Mountain District Office have joined Field Services on an interim basis, for the construction season, to provide additional support.

Field Services was delighted to bring on these new employees. We welcomed Basil Al-Janaby, Kelly Bullivant, Tracey Peet and Shae Wittig, who spent their summer with us, prior to returning to school in the fall.

Congratulations to Wayne Nordstrom on his retirement. Apparently, Wayne cannot stay away from Field Services too long, as he agreed to return as an auxiliary to help mentor and train within our sealcoat group. Thank you Wayne!

Congratulations to Danny Voykin on his recent retirement. Danny has devoted 30 years to surfacing programs throughout the province. Best wishes Danny!

As usual, there are many changes to the face of Field Services. Our new additions will help provide the front line support to deliver this year's very busy program. ♦



Community Events

CVSE Staff Judge Rigs at Kamloops Vehicle Show

Submitted by Kerry Hegedus, Commercial Transport Inspector

Once again, Commercial Vehicle Safety and Enforcement was asked to judge the big rigs at the Hot Nite in the City Show 'N Shine, in Kamloops. Tito Zannella, Lori Alexander and Kerry Hegedus officiated at the annual event, on August 8.

This year marked the 15th anniversary of the extravaganza. Close to 400 vehicles spanning 70-plus years of automotive history were on display.

Vintage vehicles, muscle cars, custom hot rods, sports rides, trucks, motorcycles and even remote-control cars were exhibited during the festivities.

For the last two years, the event has included a truck/tractor category, and CVSE has had the privilege to evaluate these vehicles. This class is broken down into highway semi, specialty working and specialty non-working vehicles.

There were trophies awarded for each category, as well as one trophy for "best in show." Some 19 trucks competed. The competition was stiff and judges agonized over being able to pick only one winner for each class. ♦



Tito Zannella, Lori Alexander and Kerry Hegedus wear Show 'N Shine shirts with their CVSE gear, to judge the truck/tractor category.

Brendan or Brendan?



Ministry employee Brendan Kelly

The photo of Brendan Kelly, which appeared with "EAF Uses TV Show Tactics to Explore Ideas," on page 9 of the July 2009 *Road Runner*, was incorrectly identified as Brendan Fraser.

While there may be some similarities between the two Brendans looks-wise, it is not expected that Hollywood's Brendan Fraser has all the talents of our ministry's Brendan Kelly.

Brendan Kelly is a Development Approvals Technician, in Smithers. He has a major in Geography focusing on Urban Planning, from the University of Victoria. He has also worked with the B.C. Forest Service as a wildland firefighter in the Okanagan, and in the oil and gas industry, in B.C. and Alberta. As a member of the Employee Advisory Forum, he is keen on enhancing our work environment by stimulating internal communication and ideas.

Brendan James Fraser is a Canadian-American actor who has starred in major Hollywood films, including *The Mummy* film series, *Crash*, *Dudley Do-Right*, *Looney Tunes: Back in Action*, *George of the Jungle* and *Journey to the Center of the Earth*.

Our ministry's Brendan says he tried drama class in high school, but found "acting is not as easy as it looks." ♦



Hollywood's Brendan Fraser

Softball Tournament Still Going After 25 Years

Submitted by Jeff Knight, Communications Manager

One of New York Yankee Hall of Famer Yogi Berra's famous and oft-repeated quotes was, "It's not over till it's over."

The same could be said for the Coquihalla Slow-Pitch Softball Tournament, which despite facing extinction several years ago, celebrated its 25th anniversary this summer.

The tournament began during the construction of the Coquihalla Highway in the mid 1980s. Human Resources Director Nancy Merston has the distinction of playing in both the first and the 25th tournaments. She was an engineering aide with the ministry when the tournament began.

"The construction branch crews were mostly in Merritt and Hope, and several of the Merritt crews had softball teams," recalls Nancy. "Initially, we played on a bumpy field with a little backstop in one corner of a big field. But a plan was made to create a few better fields. People donated their time on a Saturday, including a contractor that had equipment to survey and grade a few fields."

Everyone's efforts left a legacy for Merritt (the fields are still there just down the road from the RCMP building) and launched what was to become an annual event. As the Coquihalla Highway was completed and the construction crews moved, so did the tournament. It had a



Tory VanDamme of Pineapple Express strikes a pose (Tory is a friend of Kevin House).

long stint in Kamloops, where Southern Interior Regional Manager Norm Parkes was one of the key organizers.

"I remember one year when it was 42 degrees and we were hoping it would cool off," said Norm. "The next day it warmed up to 43!"

But in the late 1990s, an aging workforce combined with restructuring meant there were fewer softball players to sustain a ministry tournament. Even the core team from the Kamloops regional office disbanded.

At that point, the tournament reinvented itself in order to keep going. A few of the teams from Victoria and Vancouver that made the annual trip to Kamloops still wanted to play, so a new location was found at McGirr Park in Nanaimo, where the tournament has continued for the past 11 years, and the tournament was opened up to include teams "that have driven on a provincial highway."

The players are now a diverse group of current and former ministry employees, as well as players from other government ministries and the private sector. The emphasis is on fun, as the top prizes go to the most fun teams and fun players.

This year, under perfect summer conditions, the Pineapple Express from the Vancouver Island District captured the top prize as most fun team in the 15-team tournament. Former ministry employee

Mike Goulden, a veteran of the Coquihalla Tournament, was voted the most fun player.

So while it may be a ferry ride and a few hours of driving from its birthplace in Merritt, the Coquihalla Tournament continues, thanks to the crews who got it all started on that bumpy field 25 years ago. ♦



Voted the most fun team, the ministry's Pineapple Express (in tropical gear at right), are joined by the runner-up team, the Kissen Cousins.



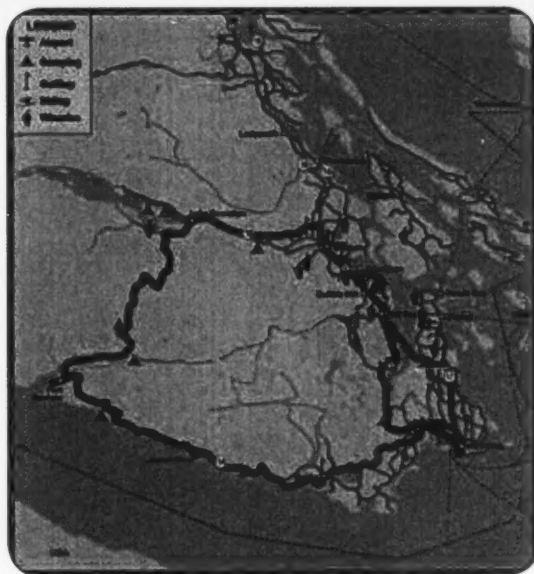
Nathan Krauza with his mom, a tropical-looking Barb Thomas.

On the road again

TRAN Employees On The Move

Cycling the Pacific Marine Circle Route

Submitted by Mike Boissonneault, Manager of Avalanche and Weather Programs



The 255-kilometre Pacific Marine Circle Route.

The headlines on the June 5 Victoria Times Colonist announced the final stages of paving on the 255-kilometre Pacific Marine Circle Route. With this news I called my friend and fellow cycling fanatic Niko, to suggest we could be the first to ride the circuit on our bikes after the seal coating had been completed.

In preparation for the trip, I made a few calls to ministry colleagues who had been involved in the paving project. When I mentioned that I was calling to get some information or advice on how reasonable it was to ride the circuit on road bikes, the response was something along the lines of... (long pause of disbelief)... "You want to what?! Are you crazy?! No way on skinny tired bikes! Do you have any idea how rough that road is?! How many days are you going to take?"

Despite these dire warnings both Niko and I felt it would be a grand adventure and we carried on with our plans. In anticipation of the rough conditions, we carried enough patches for a platoon of Tour de France racers, in addition to spare tires, tool kits and tire pumps.

The new seal coat was barely a week old when we left Victoria, on a Friday, just after 5 a.m. We arrived in Duncan by 7 a.m. and settled into a fine breakfast at Smitty's. Refuelled and ready to go, we set off for Cowichan Lake. As we rode, mostly uphill and into a steady headwind (me drafting Niko of course) I was reminded of how subtle inclines that are barely noticeable in a vehicle can generate significant efforts on a bike.

With some trepidation, we ventured beyond the scenic community of Cowichan Lake toward what had once been described as seal coat so rough as to turn our skinny tires into ragged sheds of rubber.

To our surprise and pleasure, the quality of the recently improved road surface was no worse than many of the rides we regularly go on in and around Victoria. The scenery was magnificent and the hills were easy. Best of all, the traffic was minimal, leaving us to wonder where everyone was.

By the time we arrived at Port Renfrew, we were ready for lunch and for a short break before we headed south toward Sooke. This section of the circuit presents the greatest challenges with respect to hills, but also has some of the best views of both forest and ocean. Once in Sooke,

we connected with the Galloping Goose Trail and made our way home by 7 p.m. (Total riding time was 9.5 hours; patches applied were zero).

For those who may consider this ride, I would highly recommend it. However, it is not for the everyday cycle commuter. As some might say, "Don't try this at home kids." If you are reasonably fit, have a sense of adventure and enjoy the pleasures and efficiencies of riding a bike, it's an awesome ride.

Of all the circle routes promoted by our ministry, this is one that can be done in a day, on a bike — even one with skinny tires! ♦



Mike's cycling pal Niko (a former Senior Avalanche Officer) zooms along the circuit.



Mike Boissonneault cycled the recently improved Pacific Marine Circle Route in 9.5 hours.

What I Did on My Summer Vacation (or Trekking in Vegas)

Submitted by Haley Miller, Properties Acquisition and Expropriation Administrator

On August 5, I flew into the dry desert heat of fabulous Las Vegas, Nevada, to attend my fourth Star Trek Convention at the Las Vegas Hilton. Having grown up watching *Star Trek: The Next Generation* (and consequently developing an enormous crush on Commander Riker), I have always felt at home surrounded by starfleet officers, Klingons, Andorians, Romulans and even those sneaky Ferengi!

Last September, one of the key attractions of the annual convention, *Star Trek: The Experience*, an interactive ride/museum in the Las Vegas Hilton, was shut down and dismantled, after a 10-year run. Without access to Quark's Bar, the Klingon Encounter and Borg Invasion 4D rides, and the History of the Future Museum, I expected there to be a real decline in attendance.

I was proved wrong when a crowd of over 18,000 fans (a good chunk of them in uniform) filled the Hilton Hotel!

The four-day convention consisted of two massive rooms—the vendor room, bursting of loads of sci-fi memorabilia, and the main theatre, where celebrity guests made appearances to speak to the masses. This year, among the 70 celebrity attendees were Michael Dom (Worf, *The Next Generation*), William Shatner (Captain Kirk, *Star Trek*), Leonard Nimoy (Spock, *Star Trek*), Christopher Lloyd (Commander Krige, *Star Trek II*), George Takei (Sulu, *Star Trek*) and Brannon Braga (writer/producer for several series of *Star Trek*).

During the convention, there were also several events, including an evening dessert party featuring Tim Russ (Tuvok, *Voyager*) and his band, "Borg Bingo," a costume competition, and a gala featuring the musical talents of Brent Spiner (Data, *The Next Generation*) and Robert Picardo (The Doctor, *Voyager*). I decided to attend the Klingon Feast, where five former *Star Trek* Klingons (two in original costume!) made their rounds to each table as we ate our Earth food. I also sat in on a breakfast with Zachary Quinto (Spock, *Star Trek* and Syla, *Heroes*). Photo opportunities and autographs with the actors were also offered (for a price).



Jonathan Frakes (Commander Riker, *The Next Generation*) with super fan Haley Miller.

Because I work in the Highways Department of the Ministry of Transportation and Infrastructure, I am keenly interested in ways to improve commuter speed in British Columbia. I believe I have found the answer. It's called the USS Voyager (NCC-74656). At warp 9.9, it travels approximately 4 billion miles (6,437,376,000 kilometres) per

second, which is a little over 21,000 times the speed of light. I think I may post the idea on the Spark! innovation idea website.

What I love about Star Trek conventions is meeting new humans and aliens, and reuniting with old friends. (Oh—I should mention that having my photo taken with Johnathan Frakes isn't too bad, either!)

A convention is like a massive family reunion, where like-minded people who have adopted the values of Star Trek creator, the late Gene Roddenberry, and his vision for peace, all join together. For four days we can drop into the Hilton's 20,000-square-foot Space Quest Bar to drink pewter tumblers of Blood Wine, pints of Romulan Ale and cups of Earl Grey tea—hot.

To sum up the convention in one word would be arduous, but here goes: QAPLA'! (For those not fortunate enough to be fluent in Klingon: "Success!")

Until next year, live long and prosper! ♦



Haley Miller (centre) raises a glass with her Klingon friends.

Historical Highways Building

Submitted by Max Walker, Area Manager



On a tour of Read Island roads with Road Superintendent of Emcon Services Stu Travis, and sub-contractor Harper Graham, we passed by this structure.

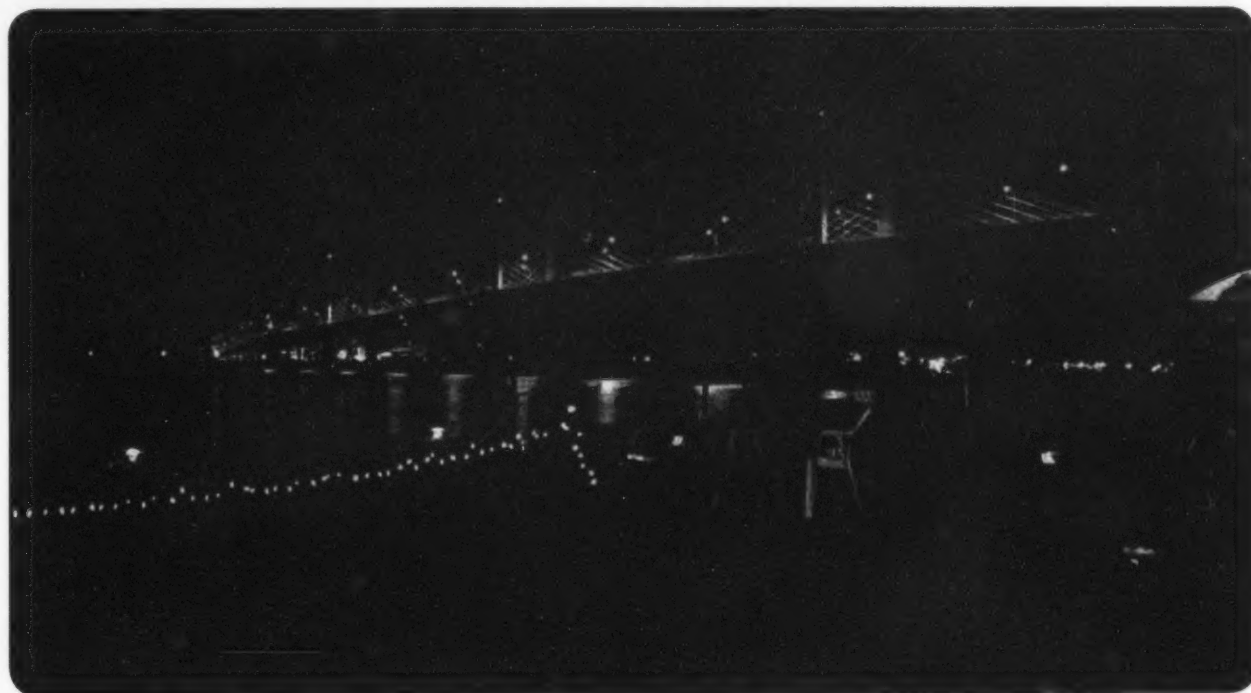
Harper indicated that it was a road maintenance tool crib and was thought to be constructed in the 1920s. Read Island is flanked by Quadra and Cortes Islands, in Discovery Passage, between Vancouver Island and the B.C. Mainland. ♦

Golden View of Golden Ears

Submitted by Lorna Leslie, Special Events and Filming Coordinator

I took this picture from a friend's property in Maple Ridge. The string of lights in the foreground had been installed to keep guests from going over the edge of the property and into the Fraser River.

In order to obtain this shot from high enough (without a tripod) I put a beer mug on the patio table, placed a wide mouthed martini glass on top of the mug and perched the camera on top of that. When you're at a party, you may as well use the tools at hand! ♦



The recently opened Golden Ears Bridge, which is named after twin mountain peaks on the north side of the Fraser River.

Questing for Place Names over B.C. Day Weekend

Submitted by Nancy McLeod, Road Runner Editor

The answers came in fast and furious to *Road Runner*. On July 30, just before the August long weekend, the July edition was released with a challenge for employees to solve quirky clues for B.C. place names. (See next page for answers.)

A total of 16 emails came in—the first in less than 19 hours. Some creativity was used here and there, and some clues had more than one answer. However, not all answers fit right, and place names which did not appear in the most recent edition of the *British Columbia Road and Recreational Atlas* were ruled out. (Sorry, according to the atlas, there's no Walker, Cedargrove or Dallas, in B.C.).

Gabriola Island was a common choice for "You Can Say Anything Here," though it didn't match the clue the way Secret Cove or Church House did. Sayward also cropped up a few times—a reasonable answer given it sounds a little unruly like "wayward." Sparwood was another clever answer.

And the winners are...

First Place: with a 100 per cent score – Tahna Neilson of the Information Management Branch in HQ together with Pam McDermid of CVSE in Surrey, who sent in their answers on Aug. 2, at 11:09 a.m.

Second Place: Lynn Zethof of Commercial Vehicle Safety Enforcement in HQ, scored 69 out of 70 for her response, sent Aug. 4, at 7:25 a.m.

Special Mentions for Speediness: Sheila Szekeley from the South Coast Region office, and Janet Wiedeman from the Provincial Permit Centre in Dawson Creek, each responded in less than 24 hours. Both scored an impressive 68 out of 70.

Porpoise Bay was an intriguing, pun-like alternative to Mission—the usual answer for "A Sense of Purpose."

Some contestants worked on the puzzle solo, while others partnered up with a co-worker. At the Rocky Mountain District, everyone united on their answers.

However employees tackled the puzzle, everyone seemed to relish the task. "I must tell you that I totally enjoyed this contest. I'm sure that I'm not the first one to get the answers in, and possibly not correctly answered, but I've wracked my brain as much as I can," said Lynn Zethof.

Some employees appeared to have become somewhat consumed with the puzzle.

An urgent-sounding second e-mail arrived from Brian Gallagher with the subject line, "I FIXED CASTLEGAR—IT CAME TO ME IN MY DREAMS!!"

First place winners Tahna Neilson and Pam McDermid each received a business card holder with an aboriginal design. So, how did they cross the water, to meld minds and come up with all the B.C. place names?

Pam McDermid explains:

"Tahna and I are members of the Weigh2GoBC Project Team. Recently we were conducting acceptance testing of the new system at the Port Mann East vehicle inspection station, and there were some technical difficulties. While the techies worked on the problem, Tahna checked her email and came across the contest in *Road Runner*. I have always bragged to her about how well I know our province, because I have travelled all over it. When Tahna saw the contest, she wanted me to join up (with her), or shut up about my knowledge of B.C.!"

We had fun with the contest questions and were amazed at how many we knew right off the bat. We had three or four left that we had to think about for a day or two, then we got our answers in."

Thanks to everyone who sent in their hard-thought answers, and to Beverly van Druten-Blais for submitting the quiz! ♦



Revelstoke and Sicamous – two of the answers to the Place Names Quiz.

Best B.C. Place Names Answers

- | | | | | |
|-------------------------------------|---|---|--|---|
| 1. Former Queen Victoria | 15. Scottish Newlywed McBride | 29. Overcook a Honeymaker Burnaby | 43. Texas Town Houston | 56. Radioactive Hot Water Radium Hot Springs |
| 2. Fishy Appendage Salmon Arm | 16. Coloured Stone White Rock/Red Rock | 30. Shelter for Panel Truck Vancouver | 44. It's in the Way Barriere | 57. All that Glitters is Not Golden |
| 3. To Woo a Joint Courtenay | 17. Noisy Dog Tavern Barkerville | 31. Gritty Saliv Sandspit | 45. Coloured Water Blue River/Black Creek | 58. 2,000 lb. Shield Creston |
| 4. 2,000 lb. Monarch Princeton | 18. Who's on First's Chevy Abbotsford | 32. Recent Preacher from East New Westminster | 46. Automobile Shaft Circles Kamloops | 59. Left Side of Cantaloupe Port Mellon |
| 5. Pursue Chase | 19. Cool Hit Chilliwack | 33. Attack a Large Animal Sicamous | 47. Four Leaf Town Cloverdale | 60. Woman at Forge Ladysmith |
| 6. Sea Drops Ocean Falls | 20. Money River Cache Creek | 34. Premier's Foot Vanderhoof | 48. Royal Boy Prince George | 61. Bob's Financial Institution Robert's Bank |
| 7. Between Faith and Charity Hope | 21. Mineral Creek Mica Creek/Gold River/Coal River/Salt Spring/Goldstream | 35. Mom in Rocking Chair Whistler | 49. Kootenay Fortress Castlegar | 62. Fuzzy Joint Fernie |
| 8. Horse Drawn Buggy Surrey/Bennett | 22. Tough Limb Armstrong | 36. Dickens' Character Oliver | 50. Leaving Cove Departure Bay | 63. Transparent Fluid Clearbrook |
| 9. Century Home 100 Mile House | 23. Devil's Entrance Hell's Gate | 37. Admiral of the Fleet Nelson | 51. This Fort Will Rust Fort Steele | 64. Wide Awake Cove Alert Bay |
| 10. Big Utensils Grand Forks | 24. Bee's Bottom Enderby | 38. Cat's Rug Kitimat | 52. A Lot of Talking Here Yahk | 65. Exchange Footwear Shuswap |
| 11. Award Merritt | 25. Bill's Pond Williams Lake | 39. Balcony Terrace | 53. You Can Say Anything Here Secret Cove/Church House/Sayward | 66. Never a Skin Irritation Saanich |
| 12. Massachusetts Tavern Boston Bar | 26. Ice Cream Bar Revelstoke | 40. Not Strike Three Balfour | 54. A Sense of Purpose Mission | 67. 2,000 lbs. of Nuts Hazelton |
| 13. Open Pasture Field | 27. Sweet Bar Nanaimo | 41. Syrup Height Maple Ridge/Maple Falls | 55. A Row of Tall Trees Aldergrove | 68. Lock Type Yale/Taylor |
| 14. Path Trail | 28. Sets Fire to Water Burns Lake | 42. Soup Stream Campbell River | | 69. A Cool Beauty Bella Coola |
| | | | | 70. Acrobat's Peak Tumbler Ridge |

Victory Again for Ministry Ball Team

Submitted by Crystal Chenier, Secretary

Kamloops employees with the Ministry of Transportation and Infrastructure were once again victors in the local Ministry Baseball Tourney, September 20.

For the second year in a row (of the second year of the tourney), our ministry's team was undefeated. The score was 16 to 15 against the Ministry of Forests, and 19 to 10 against the Ministry of Environment.

Back row: Al McLeod, Kathy Crowe, Reid Drummond, Bonnie Cameron, Tracy LeClair, Mike Pearson and Dave Royce. Front row: Michelle Konowalchuk, Dave Shibata and Brent Persello. (Missing: Dave Pehl).

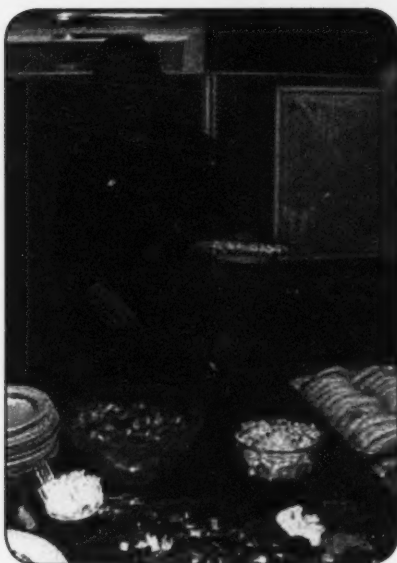


Onto new vistas

TRAN Employee Retirements

Retirement Farewell for Tracy Cooper

Submitted by Fernanda Badke, Regional Administration Clerk



Tracy enjoys his celebratory meal.

On Aug. 27, a luncheon was held at the South Coast Region office to mark the occasion of Regional Director Tracy Cooper's retirement from provincial government service. It was a great celebration, as close to 100 people came to honour Tracy.

Tracy wanted the gathering to be accessible to everyone, so he asked that it be held on the outdoor patio located on the second floor of the regional office, in Burnaby. The South Coast Region staff truly came together to put on this very special event. The social committee was a huge help—playing an essential part in the setting up and food preparation. Many volunteers also contributed to making the party a big success.

A customized highways-themed banner was created and hung, flowers from people's gardens decorated the tables, fruit was cut up and arranged, and salads (which used up a total of 20 pounds of tomatoes) were

assembled in the staff kitchen. Kebabs, rice and cake were ordered in, to balance out the summer meal.

Tracy's remarkable career spanned more than 38 years and took him throughout British Columbia, where he moved from Project Manager to District Manager to Regional Director in all three regions. These accomplishments are a tribute to Tracy's never-failing commitment, dedication and hard work.

Tracy's leadership abilities and excellent people skills have been unsurpassable. We could not have asked for a better boss! He is friendly, approachable and is good to his staff. He never ran out of funny stories to tell. ...cont'd p.27



Vince Ong and Kenedee Ludwar assemble salads, in the staff kitchen.



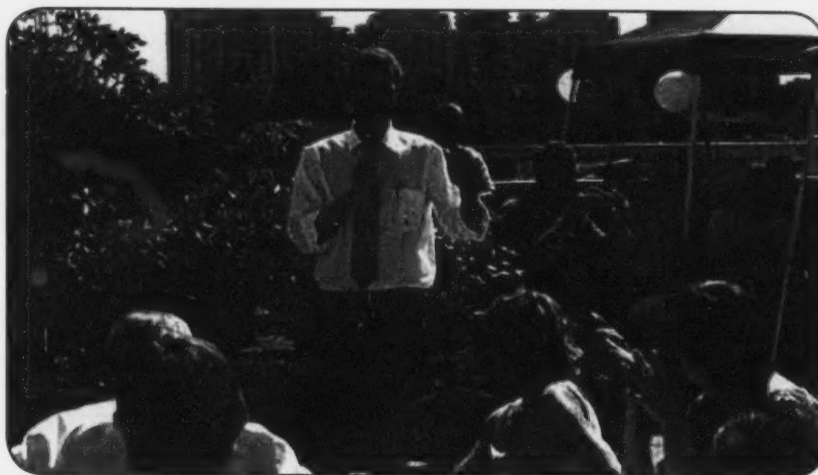
Fernanda Badke picked flowers from her garden and together with Leona Birchard artfully arranged them.

...continued from Page 26

We understand Tracy is planning to continue to work for the next while. With his wealth of information and vast experience, don't be surprised if you see him around our ministry every once in a while!

Tracy has many interests including travelling, running marathons, golfing and gardening. He is also an accomplished writer, and was awarded the British North America Philatelic Society's highest honour for literature, in 1999. We hope that he will have more time now to enjoy these pursuits.

Enjoy your retirement Tracy, and thanks for your kindness, leadership and the laughs! ♦



Highways Assistant Deputy Minister Mike Proudfoot spoke at the gathering.

Staff Roundup

Patrick Livolsi is the Regional Director for the South Coast Region.

The newest Bridge Condition Assessment Engineer for the South Coast Regional office is **Alex Chen**.

Richard Liptrot has joined the Infrastructure Development and Marine Branch in the Transportation Planning and Policy Department, as a Marine Program Officer. Richard will be providing financial advice related to the management of the Coastal Ferry contract and the operation of the inland ferries.

Susan Randle, who recently became a Professional Engineer, has been permanently positioned as a District Program Engineer position in the West Kootenay District.

Kenedee Ludwar has also achieved her Professional Engineer designation, and has become the new Traffic Operations Engineer for the South Coast Region.

The Properties and Business Management Branch has welcomed **Lesley Nicholl** into the position of Manager, Business Services, as part of the Management Development Program.

Cole Delisle is the new Operations Manager for Service Area 6, in the Lower Mainland District.

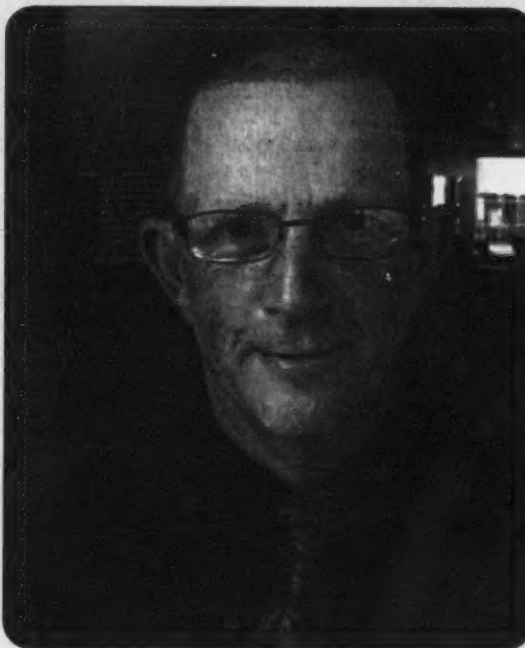
Paul Squires is working at a temporary appointment in the Partnerships Department, until around February 2010.

Project Management Technician for the South Coast Regional office is **Michael Dinney**.

Yasmeen Qureshi is on a temporary appointment as Aboriginal Relations Advisor to the Properties and Business Management Branch, until November. **Yvonne Deibert**, who regularly occupies the branch's position of Aboriginal Relations Advisor, is on a similar appointment to the Ministry of Energy Mines and Petroleum Resources.

Nancy Newland is Manager, Property Development and Marketing in Land Management Branch.

Paul Guenther is an avid cyclist and transit enthusiast who is now working with **Ed Storm**, Manager, TransLink Initiatives. ♦



Richard Liptrot recently joined the Marine Branch